## BAXTER SPRINGS, - - KANSAS.

CURRENT COMMENT. A MOVEMENT has been started 1 the Paris Journal to secure a dogs' cemetery for the French capital.

Curcago is in the clutches of an ice cream trust, the four leading companies of the city that manufacture the frozen product having united.

THE New York World asserted that within the past few months industrial trusts have been organized in that city whose aggregate capital is more than \$600,000,000.

THE official reports of all commanding officers of the navy during the war have been compiled and published by the navy department. The documents contain many things that throw side lights on interesting phases of the

A SOCIETY for the prevention of tuberculosis is to be formed in Chica-It proposes to distribute information about the disease, establish an open air sanitarium for invalids and influence legislation to prevent the

SENATOR STEWART'S bill granting 2,000,000 acres of land to Nevada for irrigation was amended by the senate committee on irrigation. It grants 5,000,000 acres to each of the arid states, the proceeds to be used exclusively for irrigation purposes. THE cost of the Spanish war, includ-

ing garrisons in the dependencies during the remainder of the present fiscal year, will probably fall within the limit of \$250,000,000. This was about the amount estimated at the signing of the peace protocol in August. THE pope the other day received

deputation of New York women, who presented him an illumined address containing a great number of signatures and a purse of \$95,000. The pope, in return, expressed his heartfelt wishes for the prosperity of the United

THE anti-anarchist conference, which has been in session at Rome for some weeks, under the presidency of the Italian minister of foreign affairs, has closed its sittings and the delegates have appended their signatures to a protocol. It was understood that a number of practical resolutions were adopted, but the proceedings have not resulted in the convention binding the states represented.

FORTRESS MONROE, already styled the "Gibraltar of America," is to be made even more formidable than now. It is proposed to extend the fortifications at least half a mile on the Chesapeake bay side, so that the big guns which now command the entrance to the Virginia capes can also guard the approaches to Washington. Crushed stone will be used mainly for the building of the defenses.

DAVID SHEA, an ex-convict, deliberately committed spicide the other day in a rooming house at St. Louis by shooting himself in the head. In a pathetic letter left by him and addressed to the editor of the Post-Dispatch he said he was driven to death through a private detective agency hounding him. He declared he was unable to obtain work to sustain himself honestly and he decided to die.

New York health officials declare that influenza, or grip, is an infectious and contagious disease, due to the influenza bacillus, and that the disease is transmitted from person to person through the taking in of these organisms, either from direct contact or after the secretions have been dried and inhaled in the form of dust. The disease cannot be produced by any other causes than the influenza bacillus. As to a remedy, experts say it is not safe to give any general prescription. The malady takes many different forms, and each form should be treated specifically.

COL CUILER, commander-in-chief of the national guard of California, has outlined a plan for nationalizing the militia of the states and placing it under the charge of the government. His plan is to create a compulsory enlistment of one regiment of infantry or heavy artillery in every congressional district, also one troop of cavalry and one battery of light artillery to every brigade of infantry, the organization and maintenance to be at the expense of the United States and under the direction of the war department, without interference from the governors of states.

THIRTY railroads were represented at a meeting held in Chicago the other day to consider a plan proposed for a joint exhibit at the Paris exposition in 1990. The plan suggested is to construct a large scenic map that will show the route of every railroad in the country by electrical devices and on which the elevations and natural features of the surrounding country will be shown in proper proportion and color. The representatives of the various railroad systems discussed the project thoroughly. It was decided to raise \$100,000 for the purpose of making the exhibit.

PROF. CHARLES E. TRIPLER, of Brooklyn, continues to have unbounded faith in the practical use of liquefied air as a substitute for steam and for high exosives. His recent announcement of his ability to manufacture liquid air cheaply and in large quantities is now further supplemented with the statement that he has invented a practical motor, by means of which the new force can be applied to all kinds of ma-chinery. As liquid air has been dem-

RAILROAD LAWS.

Gov. Leedy's Message Devoted Exclusively to This Subject.

He Recommends That Judicial Power B Conferred Upon the Hallroad Commissioners to Determine as to the Rossonableness of Raliroad Charges.

Topeka, Kan., Dec. 22.-Gov. Leedy's message to the legislature, which was read in both houses yesterday afternoon, is as follows: To the Senate and House of Representatives:

To the Senate and House of Representatives:

Although the present executive and a majority of each house of the present legislature were elected under a pledge to the people to enact a maximum rate law, when the time arrived for fulfilling that pledge the menace of a judicial decision by the highest tribunal in the land, which would make legislative regulation of railroad charges practically impossible, caused many to doubt the wisdom of attempting the promised legislation; and such difference of opinion prevailed that the executive felt called upon to withhold his approval from the compromise measure finally passed.

There was then pending undetermined in the supreme court of the United States a case which involved the question whether, as to railroad legislation, the legislatures of theoretically sovereign states should be reduced to

railroad legislation, the legislatures of theoretically sovereign states should be reduced to the level of city councils or school district boards, upon the reasonableness, as well as the authority, of whose acts courts may sit in judgment. The decision of that case, announced soon after the adjournment of the legislature, fully justified the fears and anticipations of those who deemed it futile to pass a maximum rate bill, for it rendered such an enactment a mere proposal of legislation, not a law, which must be submitted to the federal court for approval or rejection. The decision declared that whether the rates of transportation prescribed by a legislature transportation prescribed by a legislature are reasonable is a judicial question and that, first, a single federal judge, and, finally, five federal judges, may, upon that question re-verse and hold null the deliberate judgment of an entire legislature, with its numerous mem-bership, acting under the same oath as the judges and calmly deliberating for days in sep-arate chambers: the courts may sit in judgment, not merely upon the constitutional pow-er of the legislature to legislate concerning the particular subject matter, but upon the reason-ableness of its acts—the power to act being

At the same time the court declined, though urged, to lay down any definite rule by which, in advance of its judgment in each particular case, a legislature might be able to say whether suggested rates would be held reasonable or not; so that whether rates are reasonable can be determined only by a standard which must remain unknown to every human being but the justices of the court, save as they may vouchsafe to reveal it anew as each successive law comes before them to be destroyed. It follows that you can only suggest max imum rates: you cannot prescrib them. You can submit for approve a maximum rate proposition; you cannot enac a maximum rate law. However, while the peo ple of Kansas have for years been demandin a maximum rate law, the real essence of their demand has been the regulation of railro charges; and although we have been deprive of the power to redeem our pledge according to its very letter, it is still our duty to do what we can to redeem it according to its spirit; and that this may be done. I have exercised the power given me by the constitution to convene you in special account.

If the reasonableness of rates be a judicial, not a legislative, question, may not courts determine upon the application of the people as well as upon the application of railroad companies? If a railroad company may challenge in a court of equity an entire schedule of rates prescribed by the legislature, may not the state challenge in a court of equity an entire schedule of rates prescribed by a railroad company? And if, as held in the Nebrasks case on the decision of a motion to modify the case on the decision of a motion to modify the decrees, a court may, in a case brought by the ratiroads, so moid its decree as to permit some rates and forbid others, can it not do the same in a case brought by the people? And may no a state court exercise the same kind of judicia power exercised by the federal courts?

The law always has been that railroad committee and other courts.

panies and other common carriers were bount to serve all persons alike for a reasonable con pensation. No legislature has ever conferre upon them the right to make schedules of rate to be charged for the transportation of persons and property, which should be evidence of what are reasonable rates, yet it has been so long the practice of all railroad companies to and to exact from shippers written ac-ceptance or pre-payment of their charges that it has come to be generally believed that they have a right to do so. It is clearly the duty of the legislature to provide for the de-termination by public authority of what are proper qualifications of freight and what are reasonable charges for its transmission. proper quasimentations or reight and what are reasonable charges for its transportation from place to place. It is said in cases decided in the federal courts that the question as to whether an existing rate is reasonable is a ju-dicial question, and that the question as to what rate shall be collectible in the future is a

what rate shall be collectible in the future is legislative question. I, therefore, recommend that the legislatur confer upon the board of railroad commission ers full judicial power to try, hear and doter mine all questions as to the reasonablenes and unreasonableness of overy charge mad by a railroad company for services rendere wholly within this state in the transportation for property: that they be authorized to try, de of property; that they be authorized to try, de termine and enter judgment declaring what are, at the time of rendering their decision reasonable charges for the transportation of property between different points over each and all of the railroad lines it this state; and also, what are reasonable charges for switching, demurrage and all other charges imposed by them from the time of the reception of each and every kind and class of reception of each and every kind and class of freight to its delivery to the consignee, and that they be authorized either at stated times or on the compiaint of any person, corporation, or municipality, to hear, try and determine any complaint made against the reasonableness of any charges then being collected for any service; and that they also be given power in like manner to establish full and compiete classifications of freight to be used in the determination of all questions affected thereby; that the legislature declare that the rates and charges so determined by them to be reasonable shall be the rate to be thereafter charged by the railroad companies, and the only rate which they shall be authorized to demand or receive until such time as ized to demand or receive until such time a the board upon a like hearing shall determin that the existing rate is unreasonable and the another and different rate is the reasonable

and proper one for the service.

Until the board shall determine what is Until the board shall determine what is a reasonable rate it would seem to me reasonable that the rates now charged by the several railroad companies abould be declared to be the highest rates which they are authorized to demand. After the board shall have prepared schedules of rates adjudged to be reasonable all rate sheets and schedules of charges and classifications prepared or used by the railroad companies covering their charges between points within this state should be declared utterly yould and not receivable in swidence for any points within this state should be declared utterly void and not receivable in evidence for any
purpose in any court in this state, but the last
schedules determined to be reasonable ones by
the board of railroad commissioners shall be
the evidende and the only evidence as to what
are reasonable charges. Railroad companies
should also be prohibited from demanding
freight charges in advance except on periabable property or that having no marketable
value at the point of delivery. All written
contracts should be prohibited.

I have merely indicated in very general terms
the lines on which it would seem that the leg-

I have merely indicated in very general terms the lines on which it would seem that the legislature must proceed in order that a just and reasonable rate may be established by public authority and the power effectually taken from the railroad companies to levy and collect, as they do now, all that the traffic will bear without reference to its reasonablemens or unreasonablemens or unreasonablemens or unreasonablemens.

chinery. As liquid air has been demonstrated to possess from 20 to 100 times the power of steam, there can be no doubt as to its ability to supplant steam if practically applied.

According to dispatches from New York, the bus line in Fifth avenue in that city is soon to be transformed into a horseless carriage service. Vehicles drawn by horses are to give way to the automobile busses that have been in successful operation in Paris for more than a year. The horseless carriage is less noisy, cleaner and easier to manage than horsepower means of travel, the Chicago News says. The sutomobile will not become frightened and run away in the subject of the sutomobile will not become frightened and run away in the subject of the subject of the subject of the sutomobile will not become frightened and run away in the subject of t

is upon their property without regard to it.

The only difference that I see between bond issue by the state and a railroad bond is that the money to pay the interest of a state bond is collected by taxation, while the money to pay the interest on a railroad bond is levied by the company upon the productions of the country. The people must as surely pay one as the other; therefore, they have a right to protect themselves with a law that will limit such indebtedness to the actual cost of the road either by purchase or construction.

Two years ago a bill was introduced in the legislature to provide for the expense of having Kanasa represented at the Omaha exposition. Owing to the fact that the holding of this exposition was not yet assured, the legislature did not make any provision for representation. Afterwards, when it became apparent that the exposition would become a great national affair, the state board of agriculture passed unanimous resolutions asking that Kansas be represented. The mayors and councils and unanimous resolutions asking that Kansas be represented. The mayors and councils and commercial bodies of many cities in the state also asked that steps should be taken to the end that Kansas might be properly repre-

As ready money was essential to the success of the project, I ask of the railroad companies of the state to guarantee 113,000 of such fund. Some of the roads did not respond, but the Atchison, Topcka & Santa Fe gave \$6,049. 0; the Missouri Pacific gave \$4,843.0; the Chicago, Rock Island & Pacific gave 13,00; the St. Louis & San Francisco gave \$600, making a total of \$14,843.9) contributed by the railroads of Kansaa. A number of counties in the state and a good many citizens contributed also, making the total amount contributed \$21,073.90. Of this sum the commission has on hand \$3,434.57, out of which expenses estimated at \$1,000 must be paid. As ready money was essential to the succe expenses estimated at \$1.00) must be paid, which would leave a balance on hand of about which would leave a balance on hand of about 12,500. As this exposition was of great benealt to all the people of the state, and as the rail-roads not contributing were benefited as much as those who did. I deem it just that the legislature when the state of the st ties and persons contributing to this fund, so that the expense may fall equitably upon all classes benefited, and I recommend that the legislature reimburse to the parties contrib-uting all sums of money so paid. JOHN W. LEEDY, Governor.

The Pleasing Guaches. A personal allusion to the color of the negro's skin, a retort calling in question the nice conduct of the paza-dor's sister, and then two savages foaming at the mouth, their ponchos wrapped round their arms, their bodies bent so as to protect their vitals, and their knives quivering like snakes, stood in the middle of the room. The company withdrew themselves into the smallest space, stood on the tops of casks, and at the door the faces of the women looked in delight, while

the pulpero, with a pistol and a bottle in his hands, closed down his grating and was ready for whatever might befall. "Negro," "Ahijuna," "Miente," 'carajo," and the knives flash and send out sparks as the returns de tic au tac jar the fighters' arms up to the shoulder joints. In a moment all is over, and from the pazador's right arm the blood drops in a stream on the mud floor and all the company step out and say the negro is a "valiente," "muy guapeton," and the two adversaries swear friend ship over a tin mug of gin. -Saturday

An Old Alp-Climbing Lady.

The exploits of a septuagenarian Alpine climber of the fair sex are related by a correspondent of the "Rasler Nachrichten." He and the landlord of the Frutt inn, Obwalden, and an old lady from Strasburg, on the verge of her seventy-sixth year, ascended the Hohenstollern, 2,484 metres above sea level. The following day the old lady was so fresh and vigorous after her difficult climb that she volunteered to accompany the same two guides to the summit of the Hohmatt, which is 2,495 metres above the ses. The next day was the seventy-sixth birthday of the daring dame, whose pluck, sureness of foot and endurance in both the ascents and descents had literally "electrified" her companions. Her birthday was quite an international festival among the guests from many islands assemgathered Alpine flowers was presented to the heroine, and congratulatory orations were made by visitors who had admired her feat, but had not had the courage to share it .- London News.

Relies of Fairyland. The fascinating and mysterious firefly is used for personal adornment among the dusky beauties of the tropics. They are often studded in their coils of hair or inclosed in gauze bags and caught in folds of the gown. The luminosity of our modest firefly is far outshone by the species in southern climes. There they are frequently used in various ways for illumination and it is said that the brilliancy of the light of a single insect is such that the smallest print can be read. In Spanish tropical settlements, fireflies are used in a curious way when traveling at night. The natives tie an insect to each great toe and on fishing or hunting expeditions make torches of them by fastening several together. These same people have a summer festival at which their garments are covered with these brilliant living lights and, being mounted on fine horses similarly orna-mented, the effect is that of a large, moving light.-Detroit Free Press.

A Profuse Nonchalance. "I don't care anything for your non-chalance," remarked Judge Andy to Minnie Coleman, a woman who is always troubling the police with her perambulations on the streets after dark, "but you can't mix your indifference with public profanity. The officer says you walked down the street saying you don't care for anybody or anything and you prefixed all

'don't cares' with a great big D." "Jedge Andy, I wusonly feeling tired ob de world," was Minnie's reply. "Dere am times, you know, when de best ob us gets blue and de ole airth loses all ob its pleasures. So last night I wus in one ob dem yumors and

maybe I did cuss a little." "The next time you feel like that," advised Judge Andy, "you go off into self. It will cost you \$3.75 this time for using the public streets as an arena to waste your surplus enervation."-Atlanta Constitution.

"A Good Pulpit Swent." The man who preaches with his entire powers finds the body and mind and heart all exercised. Other than that which he used in his painting room, it is said, Sir Joshua Reynolds took no exercise. He walked about the picture on his easel and his whole mind and heart went out toward it. Whitefield in his homely way com-mended to his brethren in the ministry "a good pulpit sweat" as the best of medicines. A sermon is an athletic exercise as well as a drain on the soul and spirit. Virtue goes out of the eacher just in proportion as he is a see follower of his divine Master.— Homiletic Review.

Great Time-Saving Schome.

"No," he said, "I don't care for pociry. Fact is, I haven't much time to
read anything."

"Why," she sweetly saked, "don't
you try to learn to roll your cigarettes
with one hand?" Chicago Braning

KANSAS RAILROADS

Some Statistics from the Report of the State Commissioners.

The Earnings and Expenses of the Road Salaries Paid, Number of Men Employed, Accidents and Other Interesting Information.

Topeka, Kan., Dec. 24.—The blennial eport of the state board of railroad commissioners has been completed. The following are some of the statisties relating to the railroads of Kansas, which are contained in the report:

Total mileage operated ..... The following lines show increase: Atchison, Topeka & Santa Fe.......... Kansas City, Pittsburg & Gulf....... 

Topeka & Southwestern, not tabulat: d. 83.56.
The gross earnings from operations were
ER 417.44.54 and the total operating expenses,
421.600.121.35, leaving an income from operation of +10,417,119,18. We cannot give for Kansas the proportion of aterest on funded debt. etc., which should be deducted from "income from operation." to show the net income, but the taxes paid in Kansas were £2,617,769.56, leaving a balance from "income from operation" to pay interest and dividends the sum of £7,779,349.62.

and dividends the sum of \$7,779,349 62.

The railway companies employed in the state of Kansas during the year, in "general administration," 1,069 persons, at an average daily compensation of \$2.74. In "maintenance of way and structures," 8,614 persons, at an average daily compensation of \$1.28. In "conducting transportation," 9,213 persons, at an average daily compensation of \$1.22. In "maintenance of equipment," 8,198 persons, at an average daily compensation of \$1.92. Total number of employes, including "general officers," 21,094. Average daily compensation, \$1.92.

Number of passengers carried earning revenue, 4,619,660.

Number carried one mile, 265,406,6'8. Average distance carried, 57.44 miles. Received from each passenger, \$1.28. Average revenue per passenger per mile, 2.

Tons of freight carried earning revenue, 16,-817,561. Carried one mile, 2,292,657,741. Average distance carried, 134.54. Average received for each ton, \$1.36. Average revenue per ton per mile, L011 cent Average revenue per ton per mile, 1011 cents.
Gross carnings, per mile, 18,611,88
Gross carnings per train mile, \$1.33.
Operating expenses per mile, 12,429 69.
Operating expenses per train mile, 91 cents.
The railway locomotives in the state of Kansas consumed during the year 1,937,078 tons of fuel while running 45,782,234 miles, or 81.61 rounds per mile.

pounds per mile.

There were laid in this state during the year 25,000 tons of steel rails, at an average of \*19 40 per ton at distributing points. There were no iron rails laid. There were laid also during the year 3,743 739 ties, consisting of oak and cedar, at a total cost of \*1,345,882.96 at distributions. uting points.
Total number of persons killed in Kansas, 111.
Total persons injured, 603.

The aggregate length of railway mileage reported by roads making returns to this commission on June 30, 1828, was: Single track, 27,448.97; second track, 648.88; third track, 33.54, fourth track, 87; yard track and sidings, 5,456.53. Total mileage operated, 33,548.99.

The capitalization is as follows: Capital stock, [836,842,518.99; funded debt, 1741,598,751.99; eurrent liabilities, (40,056,058,65; total capitali-zation, \$1,621,167,329,63; total capitalization per

mile, 457,680,00.

The following companies increased their capital stock during the year, as shown by their reports, on file in this office: Chicago Great Western, 421,280; Chicago, Rock Island & Pacific, 43,844,00; Kansas City, Pittaburg & Gulf, 83,351,000, Missouri Pacific, 44,700; Union Pacific, 49, 201,500 The Leavenworth, Kansas & Western, which decrease in its capital stock in the sum of \$348,-90, which, deducted from the above total in-orease of \$81,307,850, leaves a net increase of capital stock for the same roads which reported both years. In the sum of \$83,9 9,481

both years, in the sum of #83,9 9,483.

It will be observed that the following roads, which reported for the year ended June 30, 1897, failed to make any report of that item for the year ended June 30, 1898: Central branch, Union Pacific: Atchison, Colorado & Pacific: Atchison, Jewell County & Western; Kansas Midland; St. Louis, Kansas & Southwestern; Junction City & Fort Kearney; Lawrence & Emporia: Omaha & Republican Valley, and Union Pacific, Lincoln & Colorado.

The following roads, which for the year ended June 30, 1897, reported their funded debt, failed to report this item for the year ended June 30, 1693, to-wit: The Leavenworth, Kansas & Western (now representing the Kansas Central), in the sum of «1,346,000; Central branch. Union Pacific #6 983 341.39: Atchison, Colorado & Pacifi.; \$4,070; Atchison, Jewell County & West-ern, 1542,030; Kansas Midland, 12,651,030; St Louis. Kansas & Southwestern, 1890,000; Junc-tion City & Fort Kearney, \$1,141,000; Lawrence & Emporia, 1465,000; Omaha & Republican Valley, 15,941,930: Union Pacific. Linein & Colorado, 64.281,000, or a total of #23,392.411.39; leaving a total funded debt reported for the year ended June 30, 1898, of \$720,876,343.60; exhibiting a decrease in this item, for the same roads reporting both years, to the sum of \$75,763,755 11 The total passenger earnings were \$35,167,-490.87; total freight earnings, \$112,528,567.61. The total operating expenses were 695,158,-

The total income was \$59,036,567.07. Total deductions from income, \$40,389,878.04. Net income, \$18,695,680.03.

Net income, \$18,655,689.03.

The following companies paid dividends during the year: C, B & Q, :2,890,125—4 per cent: C, R L & P, :41,615.453—3½ per cent: St J & G, L, \$274,630—5 per cent: St L & S, F, :400,-000—4 per cent: St L & S, F, :16),000—17-10 per cent. The Chicago Great Western paid \$462,601 interest on 4 per cent. debenture stock. The Kansas City Belt paid \$5,888.53 described as 'wither navments from net income." The as 'other payments from net income Kansas City, Port Scott & Memphis paid \$73,-638.91 deficit for the year ended June 30, 1892, of the Kansas City, Clinton & Springfield Railway empany and the Current River Railroad co

The railway companies making returns to this office report 717 general and other officers, with an average daily compensation of 1265. They employ 4.059 persons in general adminis-tration, at an average daily compensation of \$2.55; 30,762 persons in maintaining way and tructure, at an average daily compe structure, at an average daily compensation of 81.19; 16.798 persons in maintaining equipment, at an average daily compensation of \$1.20, and 85,710 persons in conducting transportation, at an average daily compensation of \$2.21 Total number of employes in all departments, in-cluding general officers, 91,5:9, at an average daily compensation of \$1.21. ially compensation of \$1.84. Number of passengers carried earning rev

nue, 24,632,991 Average distance carried, 48.74 miles. Revenue received from each passenger, \$1.03. Received from each passenger, per mile, 2.156

Tons of freight carried carning revenue, 88, Average distance bauled, 172.06 miles. Average receipt for each ton, 12.03 Average receipt for each ton, 1208.
Average receipt per ton per mile, 1.184 centa.
Gross carnings per mile of road, 45,880.74.
Operating expenses per mile of road, 42,685.75.
There was hauled by the different railway

ompanies during the year: Grain, 9,034.319 tons. Live stock, 3,573,928 tons. Bituminous coal, 8,210,230 tons. Bituminous coal, 8.216,220 tons.

It will be observed that the total tourage given in the first table does not agree with the total tourage given in the second. This is owing to the fact that, while all roads gave total tourage reported in the former, all roads did not classify their tourage as required in the latter; but it is a noteworthy fact that for the lines that did classify their tourage the three commodities mentioned, grain, live stock and coal, comprise about 55 per cent of their total traffic.

traffic.

The accidents to persons were as follow Employee killed, 150; camployee injured, 1,40 passengers injured, 25 passengers injured, 25 treappassers killed, 251; treappassers injured 25 treappassers killed, 71; other mot treappassers, killed, 71; other not treappassers, killed, 71; other not treappassers, killed, 71; other not treappassers, injured, 115; total person hitself, total person falled, 71; other not treappassers, injured, 115; total person falle, total person falle, total person falles, 71; other not treappassers, falled, 71; other not treappasser

IN SPECIAL SESSION.

ans Legislature Convenes at the Call Goy. Leedy to Act on the Rallroad Question.

road Question.

r When the senate met on the 2M Senator Campbell introduced a resolution to appoint a committee to draw suitable resolutions on the death of Senators Wallack, of Atchison, and Mosber, of Cloud, who died since the last regular senaton. The resolution was adonted, providing for memorial services Thursday morning. Senator Hessin, of Riley, acting for the republican caucus, offered a protest against the calling of a special session of the legislature. It was ruled out of order... In the house John Seaton, of Atchison, offered the same protest against the legislature being convened. It was not disposed of. After adopting resolutions by Finney to appoint committees to prepare suitable resolutions on the death of Representatives Akera Bennett, Maxwell and Wilson the house adjourned until ten o'clock Thursday. til ten o'clock Thursday.

In the senate on the 21d Sanator Forney in-troduced a bill to transfer the \$31,000 in the cur-rent university fund to the general fund. An emergency was declared and the bill passed by a vote of 26 to 7. There were no other bills a vote of 26 to 7. There were no other bills offered and the senate took up the correction of the journal for Wednesday and Thursday. The committee appointed to draft resolutions in honor of Senators B F. Wallace, of Atchison, and W. A. Mosher, of Cloud, who died since the regular session, submitted their report and it was adopted by a rising vot. The senate then adjourned... Immediately after the prayer by Chaplain Ireland in the house Mr. Seaton rose to make a personal statement of his objection to action by this legislature. He was interrupted by a messenger from the senate announcing the passage of the bill to transfer funds Mr. Trueblood of Osage, moved that an emergency be declared and the senate bill transferring money from the current university fund to the general fund be considered at once Mr. Larimer asked how many votes were required to declare an emergency. Speaker Street said he would decide when the time came. The vote was 74 to 15 to suspend time came. The vote was 74 to 15 to susper the rules and Speaker Street said the motion was lost. The house then adjourned. THE business in the senate on the 24th w

largely of a routine character, several hours being consumed in an unsuccessful attempt by the republicans to have the records of the minutes changed. At four o'clock an ad-lournment was taken to the 26th at four o'clock....In the house 36 new measures were presented, including those for a convention to revise the constitution, to tax foreign insur-ance companies to repeal the law creating the board of pardons, to repeal the law under which the live stock sanitary commis-sion is appointed and substitute a state veteri-narian, to prohibit the sale of cigarettes to minors, to do away with convict coal mining to prevent garnishment to annoy debtors, to place express companies under control of rali-road commissioners and to place state institu-tions under civil service. A motion to pass the senate emergency bill to transfer funds falled THE senate was in session only a half hour on the 25th, but nearly a dozen bills were in-troduced, including the following: To create a state society of miners: doing away with the amend the garnishment laws... In the house, the 36 bills introduced on the 23d were ad-vanced to second reading. The bill making \$31,000 in the university fund available for the legislature was reported favorably. Ury joint resolution to repeal the penalty clause o the prohibitory law was read the second time. Among the new bills presented were the fol-lowing: For state uniformity of high-school cooks; to create a state society of labor: for a %-cent-a-mile passenger rate on railroads and for county ownership of telephones. In the senate on the 27th Morrow (rep.). o

In the senate on the 27th Morrow (rep.), of Washington county, re-introduced the commissioner bill which was kille to legislature two years are. Other bills introduced were: To tax foreign insurance companies acven per cent. on net premiums and American companies five per cent.; to elect state printer by direct vote of the people; for the initiative and referendum in cities and towas; providing for state text-books in county high schools. for state text-books in county high schools By a vote of 27 to 10 the senate rules were amended making the votes of 15 senators necessary to call for the ayes and naves instead of three...The house bills introduced included the following: To abolish the office of coal oil inspector: to make public the value of rall-inspector: to make public the value of rall-roads and control the amount of rallroad mort-gages; to make the state insurance superin-tendent sole judge of the solvency of a company and giving him absolute power to bar companies from the state; to prevent railroads "watering" their stock; allowing the collection of a reasonable attorney fee in all cases where in judgment is rendered for wages or labor. lution to indorse Gen. Longstreet's plan of Kanana City to th Pacific coast was referred. The house adopted resolutions in memory of Representatives Agers, Bennett, Wilson and Maxwell, members of the regular session of 1807, who have sine

NEW FEATURES INJECTED.

Section Added to the Kansas Railro Bill Provides for a Receiver in Case of Disputes.

Topeks, Kan., Dec. 28.-In order to arrive at a solution of strikes and other labor troubles a unique provision has been adopted and inserted in the railroad bill, which will be passed at the present special session of the legislature. The section provides that in the event of any material reduction in wages, strikes or any serious trouble of any character between railroads and employes, the railroad court can, upon application of any interested party, appoint a receiver, take charge of the railroad and operate it until such labor trouble or other difficulties shall have been adjusted. It is the purpose of the framers of the bill, by this section, to make the railroad court a sort of board of arbitration to settle labor troubles. Another change was made in the bill last night, so that it provides that in all cases brought before the railroad in the state the suit shall be brought in the name of the state of

Protest Against Discharging Women. Denver, Col., Dec. 28.-The recent announcement by the officials of the Chicago & Northwestern that they would dispense with the services of female employes on the ground that women were not competent to fill the more important positions on the road, has interested the club women of this city. They propose to lead an organized movement to protest against what they consider rank injustice. The club is now preparing circular letters to other federation organizations and they will be mailed in a day or two.

Died at a Ripe Old Age. Wilmington, Del., Dec. 98.—John P. Cochrane, ex-governor of Delaware, died to-day at his home in Middleton, aged 90 years. He was elected gov ernor, in November, 1874, on the democratic ticket. At the expiration o his term he retired to private life.

Civil War Inevitable in Holivia. Lims, Peru, Dec. 28.-Advices from Bolivia says that the condition of affairs there is serious. Young men belonging to the best society are joining either side, the banks have lost nearly/all their clerks and civil war is inevitable.

LITERATURE.

James Whitcomb Riley recently won the championship for checker playing in his native county.

Julia Ward Howe, although in her eightleth year, is still mentally vigorous, lecturing, attending conventions etc.

A graphic account of the ainking of rimae and the capture of her crew at Santiago appears in the onumber of Frank Leslie's Month

THE KANSAS RAILROAD BILL

fusion Caucos at Topeka Indorses th Measure-Gov. Stanley Will Appoint the First Court Under the Law.

Topeka, Kan., Dec. 29.-Yesterday fternoon and again last night the fusion members of the legislature caucused on the railroad bill. As a result it was agreed to introduce the bill in both the bouse and the senate and pass it. A few changes were made in the bill, but they were mere changes in verbiage and do not materially affect the general scheme of

the law as outlined. In the caucus the only test was or the proposition whether Gov. Leedy should appoint the first railroad court to serve until 1901, or leave the appointment to his successor, Mr. Stan-ley. The motion to have Gov. Leedy appoint them was defeated, 25 to 68. This is in accordance with the idea that the extra session should not deprive the incoming state administration of any patronage rightfully its

Following are the principal provisions of the railroad bill:

Section I creates a railroad court to be known

Section 2 fixes the terms of office at four years, the judges to be elected at the general Section 3 provides for a clerk and stenograher to the court, to hold during the pleasu

Section 4 provides for the appointment of ju iges by the governor with the consent of th senate, to serve until the next general election Section 5 fixes the salary of the judges at 2,-550 per year each, 42,500 for the solicitor, 41,200 for the cierk and 4750 for the stenographer. Section 6 provides that the court of visitation

may sit at the capitol in Topeka or anywhere else in the state it may desire. Section 7 prescribes the power and jurisdi tion of the court, classifying them under 12 sub-divisions. The power is to decree freight and passenger rates, revise demurrage charges, hear complaints, order improvements, adjus disputes and in general the scope is ample t control every feature of railroad operation

Section 8 provides full common law and equi-ty powers for the issuing of processes, produc-tion of records, attendance of witnesses, ap-pointment of receivers, punishment for con-tempt and attendance of a jury. Section 9 provides for the court's govern-ment and the regulation of the practices before

Section 10 prescribes the duties of sheriff of processes.
Section II gives the court power to appoint marshal, also a bailiff
Section 12 defines the pleadings which shall

be a complaint in the name of the state and the answer thereto. Section 13 provides for the manner of preparing an information or complaint. Section 14 provides for citation upon the in-formation and the manner of service. Section 15 atlows the complainant to employ

Section is allows any party interested in the omplaint to employ counsel to assist the state.
Section 17 allows any party who may be ag grieved, aithough not a party to the suit, to show that a decree or judgment is being violated.
Section 18 provides where connecting lines exist within the state that the judgment shall

ver all the connecting lines. Section 19 stricken out
Section 20 prescribes that no rates special
contracts or agreement now in existence shall
be received as proof of the reasonableness of reight charges.

Section 21 provides for the rendition of judgnents and the form of such judgments. Section 22 provides for the manner of ren ering judgments or default.
Section 23 provides for the posting of judgments in the offices of the railroad companies

volved. Section 24 provides for the trial of joint rates section 2s provides for the trial of joint rates and the mode of procedure.

Section 25 provides for the manner of the encorement of the decrees.

Section 25 provides for an appeal only to the apreme court of Kansas.

Section 27 provides for the review of a decree r judgment in certain cases.

Section 25 provides for the manner of taxing last and their payment.

Section 25 provides for the manner of taxing last and their payment.

surnal and other records of the court Section 3) prohibits the judges of the court of risitation from accepting free transportation. Section 3: provides penalties in the event the railronds violate the provisions of this act. It makes it a misdemeanor, punishable by a fine of \$1,0.0 and one year in jail, for any railroad to

discriminate in charges or classifications, with an additional fine of \$1,000 for every day the company shall violate the provisions of this Section 32 allows damages, both actual and exemplary, notwithstanding the provisions of

this act. Section 23 provides for the conduct of rail road court power to inquire into the disagree ment. If the employes are found to be in the wrong they can be enjoined from further dis-turbance. If the company is found to be wrong they can be enjoined from further dis-turbance. If the company is found to be in the wrong the court can order the company to ad-just the strike, or, the company falling to com-ply, to place the road in the hands of a receiv-er, who shall operate it as long as may be

er. who shall operate it as long as may be necessary to insure tranquility of commerce.
Section 34 provides for the hearing of motions and affidavits.
Section 35 provides for taking depositions.
Section 36 is stricken out.
Section 37 bestows upon the court chancery powers to rehear orders and decrees.
Section 38 prescribes that the provisions of the code of civil procedure shall apply to the railroad court as in other courts.
Section 39 provides for correcting mistakes Section & provides for correcting mistakes or clerical errors in decrees. Section 40 provides for a reviver of actions

in accordance with the code. Section 41 provides that in proceedings of er-rors the bill of exceptions may be withdrawn and the error withdrawn.

and the error withdrawn.
Section 4? repeals all acts and parts of acts in conflict with this act.
Section 43 provides that the act shall take effect and be in force from and after its publication in the official state paper, not later than March 15, 1892.

Well Known in Kansas. Easton, Pa., Dec. 29.-Judge Howard K. Reeder died at his home in this city yesterday. He was 55 years of age. Judge Reeder was a son of Andrew H. Reeder, noted as the governor of Kansas during the anti-slavery controversy before the civil war. He served throughout that struggle, first as a lieutenant of regulars and afterward as a captain of volunteers.

San Francisco, Dec. 29.—The steamer China, just arrived from the orient, carried the largest consignment of opium ever entered at this port. There were 660 cases of the drug, valued at \$500,000. The total weight of the opium is 27,000 pounds and the duty on it amounts to \$162,860.

Picoded with Counterfeit Nickels.
Paducah, Ky., Dec. 29.—This place has been literally flooded with counterfeit nickels. Yesterday the street cars alone took in three pounds. The coin is fair in representation.

Rearly everybody smokes in Manila It is a common sight there, it is said, after aundown, to see a father out for a stroll with his wife and children and everyone of them over the age of five oking a cigarette.

smoking a cigarette.

Japan with a population 45,000,000 has 230 towns that have more than 100,000 inhabitants. In 1886 the number of such towns was 117. Ozaka ha increased from 200,000 to 510,000 inhabitants in ten years, Yokohama from 20,000 to 180,000 Kohe from 80,000 to 185,000. Tokto has now a population

## Rheumatism

Is caused by acid in the blood. Hoed's Barsaparilla neutralizes this acid and cures the aches and pains. Do not suffer any longer when a remedy is at hand. Take the great medicine which has cured so many others, and you may confidently expect is will give you the relief you so much desire.

## Hood's Sarsa-

Is America's Greatest Medicine Price St. Prepared by C. I Hood & Co., Lowell, Mass. Hood's Pills oure sick headache. Scents.

A SURPRISE PARTY.

It Came to a Man Who Used to Make Bimself Solid with the Waiters.

"Brown had received a setback that he will not recover from for some time," said Dodson, as he sipped his coffee. "I honestly believe that he has corrupted every decent waiter in the city by his outlandisk system of overtipping, making it almost impossible for a modest tipper to get any service at all."

system of overtipping, making it almost impossible for a modest tipper to get any service at all.

"He had a habit of starting with the head waiter, and tipping them all down the line. I don't know whether he had ever tipped the dishwashers or not, but I have my suppicions that he did.

"The result has been that the waiters looked upon him as a sort of Indian nabob, or a returned king from the Klondike, and would pay no attention to anyone else when he was present.

"You might complain and storm all you liked, but it would have no effect. When strong entered everything else was dropped until the imaginary specks of dirt were wiped from the immaculate table cloth and spotless china, and Brown seated in all his solitary glory at his favorite place, which was always reserved for him. But all that is changed now, and he is looking around for some anti-tipping society to join."

"Find a fly in his soup?" asked Smith.

"Worse than that. All his life Brown has been trying to get money enough ahead to build himself a home, and now he has discovered that the house he is renting is owned by his former head waiter."—Detroit Free Press.

HIS FUTURE WIFE'S NAME.

The Curious Young Man Had It Told to Him to an Absolute Certainty.

He was a chatty kind of a conjurer, and

He was a chatty kind of a conjurer, and was anxious to open the evening's entertainment merrily. So he stepped forward to the front of the stage and said:

"Ladies and gentlemen, if there is in this audience any young man who would like to know the name of his future wife, if that young man will kindly stand up I will undertake to tell him, and this is no guessing competition. Now, will any single young man kindly stand up?"

Up jumped a young man in the center of the room.

Up jumped a young man in the center of the room.

"Thank you," said the conjurer. "Now, do you wish to know the name of your future wife?"

"I do," said the young man.

"Well," said the man of magic, "I always like to do things in a proper business fashion; will you kindly give me your name?"

"Yes, certainly," said the young man; "my name is James Jackson."

"Thank you," replied the conjurer; "then the name of your future wife will be Mrs. Jackson."—London Tit-Bits.

Don't expect to shine in society if your Don't strain your eyes looking for faults n your neighbor.

Don't get into the habit of judging a book

by the criticisms.

Don't forget that you injure your own character when you attack that of another.

Don't carry a barrel of flour on your head in order to acquire a graceful carriage.

Don't forget that it is wicked to bet and lose; no man has the moral right to be

Don't scold your wife in the presence of others; they may think you are afraid to do it when alone with her.—Chicago Evening

Some Still Semi-Civilised. There is still a demand for about 25,000,000 paper collars in the United States each year. The paper collar is the connecting link between collarless barbarism and decently attired civilization.—Boston Transcript.

One Way to Try. The Impressario—Of course, you can't please everybody.
Friend—No? Suppose you give Wagner opera with coon songs between the acts.—Puck.

The Cornfed Philosopher. "The successful statesman," said the Cornfed Philosopher, "must be able to stand a great deal while he is running, not to mention the ability to lie at the same time."—Indianapolis Journal.

The Affirmative Wins. No one can deny that in the matter of the Cyrano de Bergerac "fad" the play-going public is allowing itself to be led by the nose.—St. Louis Republic.

A Future New Woman. Teacher-Mollie, what is the most inteligent beast?
Mollie-Man.-Indianapolis Journal.

The boy with made-over trousers takes after his father.—Golden Days. The best efforts of the chairmaker are constantly being sat upon.—Golden Days.



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